

In the Claims: (referring to revised PCT claims 1 to 13 annexed to the PCT I.P.E.R.)

1       1. (original) A method for determining a steering torque for  
2       the steering wheel of a motor vehicle, wherein a steering  
3       angle for the steered wheels is predefined by the driver by  
4       means of the steering wheel using a continuous mechanical  
5       connection between the steering wheel and the steered  
6       wheels with a steering-wheel torque which represents the  
7       forces on the vehicle axle being active, said  
8       steering-wheel torque being caused as a result of the  
9       continuous mechanical connection existing between the  
10      steering wheel and the steered wheels and wherein a manual  
11      torque ( $M_{soll}$ ) which is superimposed on the steering-wheel  
12      torque ( $M_{ist}$ ) is determined using at least one axle model.

1       2. (original) The method as claimed in claim 1, characterized  
2       in that the manual torque ( $M_{soll}$ ) is determined in such a  
3       way that actuation of the steering wheel in a direction  
4       which is favorable in terms of vehicle movement dynamics is  
5       made easier.

Claims 3 to 11 (canceled).

1       12. (original) The method as claimed in claim 1, characterized  
2       in that, by virtue of the fact that the steering torque ( $M_{soll}$ )  
3       is superimposed on the steering-wheel torque ( $M_{ist}$ ), the driver  
4       is prompted to perform a steering action on the steering wheel

5       which generates steering angles which correspond to a better  
6       driving behavior of the vehicle.

**Claim 13 (canceled).**

**[REMARKS FOLLOW ON NEXT PAGE]**